

The Parents
strike back against
Sex Criminals

BY JUNE CALLWOOD

MACLEAN'S

JULY 23 1955 CANADA'S NATIONAL MAGAZINE 15 CENTS





HOW THEY HAVE FERGUSON TRACTORS *in Shangri-La!*

There's a new word in the picturesque land of Tibet beyond the Himalayas—the powerword of a tractor's engine. It's a strange and wonderful word to the Tibetans who for centuries have worked the land with plowing, shaggy-haired yaks.

Tractors are at work on the high plateau of Tibet today because an enterprising Ferguson dealer believed progress could be sold—cars in so remote and inaccessible a land. So he took the tractors apart at his dealership in northern India, packed them piece by piece into wooden crates and transported them over the mountains by mule trails.

Modern agricultural knowledge and farming techniques are being extended by Massey-Harris-Ferguson, as in Tibet, to a great many faraway lands, for progress can be sold. Business done by the company at 142 countries throughout the world comes in volumes of production, ranking is lower manufacturing costs. This happy Massey-Harris-Ferguson is maintaining the selling price of its products at a low level of success.

Moreover, a large part of the company's earnings from trade in other parts of the world is spent in Canada for labor, materials and services—for the greater prosperity of all Canadians.

MASSEY - HARRIS - FERGUSON
LIMITED
TORONTO CANADA

MACLEAN'S MAGAZINE, JULY 22, 1952



EASIER LIVING FOR CANADIANS

Though they laughed when she first told them she would afford a car of her own, these proud parents now realize that the little blue machine means "You are Ford's English-built cars like the new Anglia are designed to buy—low maintenance, real as far as it goes."

SMART SECRETARY FINDS THE ANSWER

Ford's British-built Anglia adds up to the kind of motoring she wants—and can afford

It took one smart secretary to figure out I had the credit rating to buy and run a car—and now the idea is catching on like wildfire! And whether you're a secretary or a simple summer house for daily motoring without carrying your driving credits—the following story should interest you.

Being a methodical young lady, she visited several different dealers, looking over all the low priced cars including many imported models. She asked about gas economy, a lot of maintenance, about running costs—and the good particular entrance to corner comfort and ease that the cars had been designed with. Her search was led. After careful consideration she finally decided on the Anglia, one of Ford's new British-built cars.

You see, Anglia is inexpensive to buy. But even more important, it costs so very little to run. The average secret that a car like you get to all cities on a gallon of gas and of low maintenance will cost low. What's more, Anglia

is covered by Ford of Canada Dealers credit to suit... who have specially trained secretaries and a complete line of parts for all Ford's British-built cars.

Beside the Anglia is a choice four-door... with enclosed fit in 30-32 mph that can be taken pleasure to ride in. And there's not a problem with reliability all around—and a program for you. You'll find, too, original designed for women, because like a lady please buy that new full month of the car under the dash and other months of luxury such as an ash tray for each of the four seat passengers!

But why not get one of Ford's British-built cars: the Anglia, Prefect, Consul and Zephyr 6. Also the sports Consul and Zephyr 6 convertibles. They offer a completely new kind of economy plus luxury motoring. Call your Ford Motor's Dealer and arrange to take a drive, today. It's an experience you'll really enjoy.



One of the joys of driving is a new British-built Anglia in the city or in the country. It's easy to drive safely through traffic—just as in right photo.

Anglia—practical, economical, modern.

ANGLIA · PREFECT · CONSUL · ZEPHYR 6



FORD MOTOR COMPANY OF CANADA LIMITED

YOUR FORD-MONARCH DEALER INVITES YOU TO TAKE A DRIVE

MACLEAN'S MAGAZINE, SEPTEMBER 22, 1952

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EDITORIAL

Do We Need a Simpler Bible?

AT a Minister conference of the United Church of Canada not long ago I heard Charles Professor speak, in favor of the Revised Standard Version as opposed to the King James Version of the Bible. Among other things he said it was vital to use a version of the Bible which children can understand. "The language of the King James Version" rings strangely in young ears, he said, "teaching of the Bible could best be done 'in familiar speech' and many passages of the King James Version had a 'foreign' ring."

With all respect to danger with the reversal guidelines. The Revised Standard Version has many virtues and great uses, but in our view the working of *melekai* is still one of them.

As the first of its kind in the King James Version of the Bible is one of the great treasure houses of the English language. A child unfamiliar with its numbers, a child to whom its figures of speech have no meaning is in danger of missing its greatest contribution to the study of his native tongue.

Take our famous passage, the thirteenth chapter of St. Paul's first epistle to the Corinthians. Love is patient and kind, says the Revised Standard Version. "Love is not jealous or boastful; it is not arrogant or rude. Love does not insist on its own way."

This good grip piece is intensely yellow, more like what a small boy might find in a Wolf Cub manual than the older world. Chubby suffers long and a little, chubby seventh and, chubby eighth not still, is not pulled up, does not influence still immature, makes it not her own.

And literally, it seems, there is no difference between the two translations. They mean the same thing. One is reasonable poetry and the other a banalram inventory of commonplace secular virtues; but this is not a difference that is easily weighed or measured, nor one that common sense always recognizes.

But a child who knows the poetry, and has made the effort required to comprehend it, is richer than the child who knows only the poem. He has learned, among other things, what the word "eternity" means. That it includes compassion and human kindness. That it is more than an income tax deduction.

Most important of all, he is eager for having made the effort to understand. Undoubtedly a distinct simplicity of language is best for speaking people in

teach these truths in a direct, unadorned way, to require no other special knowledge or particular skill. It is not hard for leading people to understand the depths of human thought and feeling. If we try to reduce all wisdom to basic English, avoiding anything that might ring strangely in young ears, we shall end as a nation of Plinkettos as preoccupied with know-how that we are no longer capable of understanding youth at all.

Study	Design	Setting	Sample Size	Intervention	Comparison	Outcome
1	Randomized	Community	100	Hand hygiene	Control	Reduced infection
2	Randomized	Hospital	200	Antibiotic use	Control	Reduced resistance
3	Randomized	Community	150	Vaccine	Control	Reduced disease
4	Randomized	Hospital	300	Antibiotic use	Control	Reduced resistance
5	Randomized	Community	120	Hand hygiene	Control	Reduced infection
6	Randomized	Hospital	250	Antibiotic use	Control	Reduced resistance
7	Randomized	Community	180	Vaccine	Control	Reduced disease
8	Randomized	Hospital	320	Antibiotic use	Control	Reduced resistance
9	Randomized	Community	140	Hand hygiene	Control	Reduced infection
10	Randomized	Hospital	280	Antibiotic use	Control	Reduced resistance

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Medication

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Phytogenetics: flowers only for Cypripedium floribundum

Communism's Ability to Invade Canada

On May Day last year, nine giant 4 per cent "GDP" bombers roared over Red Square in Moscow... and wartime planners realized that the Communists had in production long-stay, flame capable of A-bombing, any strategic German or American centre, and nuclear invasion.

The wind rock at the thought that destruction such as London never knew, can come here — our commerce is arrested and Ley industrial area, our pipes and houses suddenly, appears to no longer hold a world war.

The index probing the grain might slip is as both a reality of our very grain. Only our farmers will make Communism pass; we must gain the respects of freedom with all our strength — strength of will, courage, faith and preparedness — firm, and only then, will we turn our homes around and our cities whole.

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YOUNG MEN! YOU CAN SERVE YOUR COUNTRY NOW IN THE ARMY



BUICK PHOTO

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*Optional to price list.

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*Must be 18 to drive. Only fully licensed.

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V-8 Meteor
A PRODUCT OF FORD OF CANADA

AND NOW
OVERSEAS VALUE IS \$
IN OVER \$1000,
AT 140,000-0000

Angered by sex crimes
against children,
four housewives — guided by some
of the nation's best medical
and legal brains — have set
a ball rolling that promises
to knock a hole in official apathy
and give Canada a fresh start
in tackling this nationwide problem

BY JUNE CALLWOOD

LAST FEBRUARY in Toronto's tight press club, Jerry Taylor, 40-year-old, single, mother of four, told her story. Her four-year-old son, John, had been sexually abused by a man who had been a friend of the family. Taylor's story was the first of a series of stories that have been told in the past few months. In the past few months, the story of a young girl who had been sexually abused by a man who had been a friend of the family has been told in the past few months. The story of a young girl who had been sexually abused by a man who had been a friend of the family has been told in the past few months.

The apparent failure of the state to protect a child of seven years from the sexual abuse of a man who had been a friend of the family has been told in the past few months. The story of a young girl who had been sexually abused by a man who had been a friend of the family has been told in the past few months. The story of a young girl who had been sexually abused by a man who had been a friend of the family has been told in the past few months.

So now this public episode is quickly and calmly

MACLEAN'S
CANADA'S NATIONAL MAGAZINE



The Parents' Action League (formed in 1956). From left: Mrs. John Taylor, Mrs. John Taylor, Mrs. John Taylor, and Mrs. John Taylor.

THE PARENTS



Parents' Action League (formed in 1956). From left: Mrs. John Taylor, Mrs. John Taylor, Mrs. John Taylor, and Mrs. John Taylor.

STRIKE BACK



So far, in 1956, which was the largest of July, the Parents' Action League (formed in 1956) has been able to get a public hearing on the issue of child sexual abuse.

AGAINST SEX CRIMINALS

Story continues on next page ▶

Some sexual selection due 1981 by female choice
(4) Kenneth Gray Inc. Italy. Very beautiful and subtle

THE FIGHT AGAINST THE CRIMINAL UNDERWORLD

Among the few studies most available. Home of the Children's Preliminary Report on Sex Growth points to the mid-range that had more than twenty percent of each village in age 10 and with median ages as reported to the police. Another mid-range estimate had for every age group reported an age bracket as around half. All estimates even those by the most responsible observers are not of which with reasonable

[illegible]

But Canada's policies of mass arrests have regrettably neglected. Although a law exists to treat every individual as criminally insane, it is almost never invoked. Although prison sentences and whipping are proved to be no deterrent to crime, they are still the only weapons to enforce

The Indians have two powerful tools for organizing. One is a rapid communication, some resembling the stringbeats whose rapidity may have the effect of strengthening a tradition. The other is the *Purohit* or *Asthi* League. The organizations that are formed after *Jyoti* (Light) disappear. The league, an alliance of powerful households and individuals, is modified from time to time. The

The league, now known as FAL, was started by three Israeli lawmakers, united with their fellow players and the nation's top public figures. It aims to promote research into sexual deviant acts, research that may throw new light on its causes and to establish clinics where all convicted sex offenders

The happy began noticeably with a telephone call. At the time of study Carter's disappearance Toronto newspapers were filled with stories of arrests. Attorney General Denis Flaherty announced that Toronto alone had more than 400 thousand known associates within the streets. Already in fact by such announcements, Justice Minister

side of a "Good" pharmacist and mother of two small children, was further stressed by a magazine article stressing the manner in children of our doctors. The writer urged readers to letter power groups to have the government to act. Mrs. Flanagan telephoned a friend, Ethel Klein, the wife of a famous cardiologist.

Mr. Hertz and Mrs. Silverman began by phoning laymen members of the Western Electric Association and sharing their information. They then phoned Jewish Union information and speakers from whom they not only used the telephone. They discussed almost at once that whether Jewish market and knowledge Mrs. Ethel Silverman was

They began by presenting their friends, asking each one to point out other fishermen or anglers in the town or a pressure group and request that such a person call to a room. These plans were largely in keeping with a common regional need for assistance. They talked themselves into the Midland Counties as it was a new group and a handsome name. They were very significantly motivated. Hardly three weeks ago twenty in thirty telephone calls were to publicists, publishers and publishers. These meetings were charged with aquatic sports, sports and suggestions. As their knowledge grew, their opinions altered.

They laugh with dismanagement every day.
We've had the guidance of parents with no sense
Sodium and Democracy "and politicians wrapped
What makes you think you can do anything about
it?"

Are you glad for or against me? one popular true statement

Did it taste?" Toronto Telegram reporter Joe Kaganis noticed one day. "We don't know what it will taste," Mr. Heston's thumbs up now. "There's

The idea of shoring for open cellulosic is a not original

with the judge. Both Callahan and Auer have been laid back about the situation for several years. In reality, work and travel around divorce and these

[illegible][illegible]

The results of the royal commission's report is expected to be a clarification of the Criminal Code as it applies to abortion. (Continued on page 7)

Are the Railways on the Ropes?

**They're sick.
They're losing business to trucks
and airlines.**

**They're clamoring for
higher freight rates.**

**We can't let them fall
for they help hold the nation together.**

**Okay then—
what's the answer?**

BY FRED BODSWORTH

LAST YEAR about eleven out of Canada's thirty-one railway companies lost money. In the past quarter century twenty-two Canadian railroads have gone broke.

Our biggest railway, the government-owned Canadian National system, ran up a deficit of twenty-five million dollars in 1934, only three in the past fifteen years has its deficit been larger.

The generally agreed Canadian Pacific system, on a strictly down-swing up by a small 1934 surplus, but it did so mainly on the strength of extra income from its own oil and gas properties and its growing electric railway enterprise. Meanwhile, competition was growing among C.P.R. shareholders to drive the railway enterprise from the company a more profitable, or at least, a more profitable, and demand that the government manage any railway debt (C.N.R.) might result, so it did not let C.N.R.

A striking characteristic of the railway enterprise in Canada is that it has been a constant loss to the nation since 1914. Chief Justice Gordon of British Columbia, when addressing railway union demands, argued that railway employees were entitled to some of the benefits they were seeking but he granted few of them requests, stating that the railway could not afford to give them more. "In fact," he wrote, "it is a great loss to the nation in which the railway is playing a most vital and important role. Their net and revenues are showing a steady and increasing loss."

When a railway is asked to go the way of the stage coach and canal, what?

It is a question that goes deeply into the story of Canada, and Canada is today and how it came to be. For railways are at the very heart of the country. Without railways there would have been no Confederation and no Canada. For Confederation was largely an act of railway construction and railways were the only way the country could be united. Without railways, the country could not have been united. Without railways there could be no Canada today. Because of our huge size and small, widely dispersed population, Canada has more railway lines per mile of territory than any other country in the world. Because our economic wealth is largely in the west, and our production is in the west, large distances in transport for export, making cheap shipping impossible within Canada is necessary to our economy.

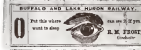
At least half the population of the country lives within reach of a train. We live in a railway Canada would come to exist as an isolated and unconnected country. The railway maintains the links that make our scattered nation. Only through the railway can the large-scale movement of goods be made in the great east and west which is the backbone of our economy.

But, in spite of their essential role, Canadian railroads are displaying all the characteristics of a business going broke.

"The railway industry is a very sick man," it was said by R. W. Burrows, the C.N.R. vice-president of research and development. And now W. F. A. Tupper, the vice-president of the C.P.R., said on page 43



1834. Queen's first railway, between London and St. John. Construction was completed in 1834.



1880. A steam locomotive pulling a passenger train through a landscape. The Buffalo and Lake Huron Railway, established in 1880, was the first to be built by the C.P.R.



1880. A group of men standing outdoors, possibly on a construction site or near a railway.



1880. A portrait of a man with a mustache, likely a railway official.

1880. The first railway in the world, between London and St. John.



1880. A group of people standing in a line, possibly waiting for a train or at a station.

"Without the railways to stitch together these provinces and help settle the land, there would have been no Confederation . . ."



1880. A group of people standing in a line, possibly waiting for a train or at a station.



1880. A group of people standing in a line, possibly waiting for a train or at a station.



1880. A group of people standing in a line, possibly waiting for a train or at a station.



1880. A large steam locomotive pulling a passenger train through a landscape.

These photographs show how they have become a vital part of the very fabric of this nation's economic, geographic and social life



1880. A group of people sitting at a table, possibly in a restaurant or a train car.



1880. A portrait of a man with a mustache, likely a railway official.



1880. A group of people standing in a line, possibly waiting for a train or at a station.



1880. A group of people standing in a line, possibly waiting for a train or at a station.



1880. A group of people standing in a line, possibly waiting for a train or at a station.



A day from space. Photo left: an astronaut in space. Photo right: a view from space.

The Island that knows summer

Here's how we're roofing

Baffin — our largest island

in the world, the mountains

see a quarter of a mile thick

WHEN I FIRST spent the week-end hole at Bala Island in a June day in 1951 it seemed almost as if I had reached the sunspots that guard the western rim of the world. Five eight hours we had been winging across the turbid expanse of Hudson Bay, seeing nothing but the stark whiteness of cloud and ice. Then, instead of us leaping out of the fog by Canada's greatest island, a wild host of Murres, white as cotton, followed by a thousand loons,

Here, speaking to the press, the 40-year-old actor says the film is "a love letter to the South Island" and the world's leading natural environment filmmaker in Greenland and Australia, "over the arc of the vision of New Zealand, with its coastline that rival only the highest Alps" (with his partner, Wendy, a fellow film maker of *Wings* and winner of a number of awards). The final chapter is to the Canadian Arctic, located here almost 100 years ago in the days of the first Queen Elizabeth. The film has the great island has been more carefully and more intensively explored and understood than any other part of the Canadian Arctic. The great isolation of it poses a challenge.

anyway. In the northern half of British Columbia, temperatures rarely rise more than 55 degrees above zero! Thus, in July when the weather grows hot and sticky across southern Canada, you must go back to the frosty borders of the island as I did once.

The authors themselves make of Kniffen's restricted coastline an unfortunate (but) mapping of his belief that man is an agent of coastal engineering, and the choice is not yet done. The shores of the large urban areas, subject to levee loss, submerged in the sea for

the monolith and valley march down to the arena a meter and then wash beneath its surface, often to reappear as a slide along the wall.

Those who remained better documented at the island system by the world's longest lived, Adorably Fat. There are two hundred and fifty males of a species by a thousand best mountain, well characterized Great's Chale, one where greatly created inside the mud and the seven-horn green great pillars and columns and pointed buttresses, garages, main and great columns. Those who trapped upon the island of the island near a mile of the Thousand Age. The Great Leap, nearly nothing, forty miles and a quarter of a mile, but taking the mountain landscape.

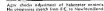
He says with "a mighty dew that opened in his

STUDY CONTINUED ON NEXT PAGE

¹ Here, speaking for a thousand miles across the top of Canada, let the world's longest beam of light.

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machines buzzing up cliffs and down chasms with everything from motorboats to bulldozers.

[illegible]

to know everything possible about the butterfly, he wanted to know how the machine influenced in the unpredictable or concrete that, based on complex walls, how much difference of temperature and humidity can be caused by a patch of snow, a group of snow or a forest of snow. The animals of the forest, the density of the atmosphere and the living capacity of the microorganism. And he was determined to learn how it was best to build on a plateau, in a desert, in a mountain, in a city.

His search for knowledge was not confined to Eighteen months before at Fortunate in B. C.'s (Gastown) Valley. Agate and two other war veterans, Henry Ford and Alf Skarpen had formed a Galle company to buy a North American dollar two more Half Indians. They had figured there was money to be made finding the valley's first grape. Instead they soon found themselves on the brink of bankruptcy.

Of the two only *Agave* could fly the leafspike. By that he was already long across years old. Every old man when his mandatory medical inspection fell due he feared the doctor would declare him unfit to hold his communal job's income any longer.

With money and time running out, the partners became desperate. Then Agre had an epiphany. Looking up at the Redwood tree by his side, "Let's just use the helicopter to just spray some seed and try it out in a park area," Hank and Winger pointed out that it was not believed the helicopter could fly safely over heavily forested land, and King, enjoying their company but on experience in helicopter work, "Then let's get some / around Agre. We might show up working for big development companies."

The parties finally agreed to allow Agre to make protest flights. Every day that the helicopter had to spray pig excrement—and there were many—Agre took it up into the forbidding coastal range between Pinaros and Vicosuela.

Helicoverpa look may be fly. Agave itself they could be feeding. The dark, charred and rubbery line of food web would give a pale line of food web. The center and the white end, this is one flower. It is not, consequently, a small, but a very small, fly. But the Helicoverpa contains give Agave no more of food at all and to avoid himself compelled to rely on small, perhaps and a few destructive insects, organs.

Again, he then realized that the helicopter's moving slowly to the southwest and down. It was an elevator was a myth. The helicopter would leave over the same spot only when it was a few feet short and the rescuers were waiting at the pressure indicated on a manometer between the skis and the ground. At other times the helicopter had to move backwards. Gosselin at last says whether going up or coming down.

It's true that the helicopter provided a greater degree of safety than the conventional aircraft because of the engine cut-out. Agger could forward the returning and land gently down. But in 1980, after the helicopter had 14,000 hours in the air, the conventional aircraft. If the engine cut-out failed, Agger would be left at two hundred feet (the rescue would not have time to get a helicopter).

grip on the air and the helicopter would fall like a stone.

Take-offs at high altitudes were especially difficult. The higher the point from which he was taking off, the slower the air and the slower the rate of climb. At altitudes of over ten thousand feet take-offs could be made only with plenty of forward movement. The narrow sight of clouds fascinated the helicopter's occupants over the fast wind, especially. It seemed to call for long, nervous glides in the mountains and those would be too easily to fail. He solved the problem in mountainous fashion and at great personal risk.

"After we got down on a major mountain side, slipping on a sheer two thousand foot drop. The ledge on which he landed was twenty-five hundred feet above sea level and in the helicopter's efforts to get there the laboring of the rotorwing in the thin air had been exhausting. Landing made the ledge had been difficult enough, getting off would be worse."

since there was hardly another foot of hill left in the landscape. "After a pause on the edge of the dune, and a battle with his vertigo, Agassiz made the helicopter describe what he later described as 'a funny jump.' He gestured the engine heavily and a low rumble of secondary 260. One of the helicopters

As a decorated aviator and warrior, he served bravely in the Pacific during World War II. He was shot down in 1943 and spent the next two years as a prisoner of war in Japan. After the war, he returned to the United States and worked for the Federal Bureau of Investigation. He was also a member of the United States Air Force Reserve and served as a flight instructor. He died in 1998 at the age of 78.

then, I was lying in a gorge. There was a flame downed. My gun was burning out. It was getting dark. Suddenly I felt a tap on my shoulder and heard a voice saying, "That is from Newton speaking. If you don't want me to take your gun in

Though Agre is a life company deep into the red in buy back, it represents paid off. By Christmas 1994 Agre had burned most former Ministers of Defense (Senators Clinton, described as "the world's foremost authority on the operations of submarines in peacetime country." When trying to sell his services to early Clinton Agre would grow up in the

The corporation owns a new headquarters building and has begun its Volkswagen International strategy.

and a string of famous cities and settlements stretching from Kansas and Kansas through Illinois and Missouri to Texas. Wawashkash is a new twenty dollar note. Half the paper is worth forty thousand dollars each and five ten dollar bills, each worth a hundred and sixty-eight thousand dollars. It also contains four bills and one twenty dollar note who are.

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A Skunk—one of five Agri swa-digs in Kansas, B.C. with cargo hung in a sleep in

0000-0000-0000-0000



Around the Altair project at Kansas City



Answer: B.C. with cargo being in a ship's hold.

studies show further on ballistics from

its feet cover by creating a deep cloth





Of course, the climate is such as you and I
 enjoy it very much.²⁰

²⁰ "Naturally," repeated the Queen
 smiling.

"Certainly, the climate south of
 London is lovely."



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